

## EXAMPLE [11]

### SAMPLE PLAN CONSISTENCY TABLE (EXCERPTS)

**Table 3.6-2  
Consistency with Relevant Land Use Plans and Policies**

General Plan/Community Plan Policy	Consistency	Discussion
<b>Community Development Element Policies</b>		
1. Encourage residential development in areas which provide an adequate and accessible transportation network and which reduce commuting distances to areas of employment. (Dry Creek/West Placer Community Plan, II.A, first goal, policy 1, p. 14)	Consistent	Land use and zoning designations nearby, including across PFE Road provide employment opportunity near residential areas. The transportation network is planned to support the land uses envisioned in the <i>Dry Creek/West Placer Community Plan</i> .
2. Discourage proposals which are not part of a cohesive transportation network and which do not make possible a diversity of transportation systems. (Dry Creek/West Placer Community Plan II.A., first goal, policy 2, p. 15)	Consistent	The Project site is adjacent to two of the area's major roadways.
2. Limit high and medium density residential development to areas which have available public services and are compatible with surrounding land uses. (Dry Creek/West Placer Community Plan, II.A, second goal, policy 2, p. 15)	Consistent	The proposed Project site is adjacent to two of the area's major roadways
2. Encourage developments which create a sense of community by fostering human interaction through subdivision design, pathways, interconnecting trail systems, in-tract recreation opportunities, etc. (Dry Creek/West Placer Community Plan, II.A, third goal, policy 2, p. 15)	Consistent	The proposed subdivision includes meandering pathways along the northern and western portions of the property to connect with existing and future pedestrian and bicycle pathways. The Project provides on-site recreational opportunities, both active and passive. Recreational services impacts are addressed in Section 3.8 of this EIR.
5. Encourage neighborhood design which fosters pedestrian, bicycle and equestrian traffic while still providing for safe automotive circulation. (Dry Creek/West Placer Community Plan, II.A, third goal, policy 5, p. 16)	Consistent	Yes, the internal roadways are designed to discourage cut-through traffic. Meandering pathways along the northern and western edges provide opportunities to connect with existing and planned pedestrian and bicycle pathways in the vicinity.
5. Encourage the use of greenbelts or landscaped areas along roadways as a design feature of any development in order to mitigate noise impacts and provide valuable open space. (Dry Creek/West Placer Community Plan, II.B., policy 5, p. 29)	Consistent	Such landscaped areas are included as a part of the Project design and are provided in an enhanced way in the alternatives analyzed as a part of the EIR (see Section 4.0).
26. Encourage development activities in areas of least environmental-sensitivity, and similarly, restrict from development activities those lands which are environmentally-sensitive. (Dry Creek/West Placer Community Plan, II.B, policy 26, p. 31)	May Be Inconsistent	Mature oak trees are proposed to be removed on the northern portion of the Project site. Seasonal swales and wetlands located on-site are not proposed to be preserved as a part of the Project design, as is suggested by this policy.
1. Identify and protect from destruction and abuse all representative and unique historical, cultural and archaeological sites. (Dry Creek/West Placer Community Plan, III.C, policy 1, p. 117)	Consistent	Cultural and historic resources are evaluated in Section 3.4 of this EIR, Cultural Resources.  The cultural resources survey conducted to support this EIR did not reveal any cultural resources. Mitigation Measure CR-1 is included to prevent against damage to any unknown cultural or historic resources on-site.

## EXAMPLE [11] continued

**Table 3.6-2  
Consistency with Relevant Land Use Plans and Policies**

General Plan/Community Plan Policy	Consistency	Discussion
8. Require site specific studies for archaeological or historical sites in all instances where land development has the potential to have a detrimental impact on these sites. (Dry Creek/West Placer Community Plan, III.C, policy 8, p. 117)	Consistent	This EIR includes a section dealing with cultural and historic resources, Section 3.4, and included a site survey to support this section of the EIR.
<b>Transportation and Circulation Element Policies</b>		
14. As development of the Community Plan area occurs, public dedication of rights-of-way shall be required for the roads, trails, and bikeways identified in this Community Plan. Construction of such roads, trails, and bikeways shall be required as conditions of approval placed on land development project approvals. (Dry Creek/West Placer Community Plan, IV, policy 14, p. 125)	Consistent	Dedications will be required by the County in accordance with this policy.
18. Land development projects shall be designed to minimize the number of access points onto major roadways. (Dry Creek/West Placer Community Plan, IV, policy 18, p. 125)	Consistent	One access point to each adjacent roadway is proposed.
<b>Placer County General Plan Policies</b>		
1.B.5. The County shall require residential project design to reflect and consider natural features, noise exposure of residents, visibility of structures, circulation, access, and the relationship of the project to surrounding uses. Residential densities and lot patterns will be determined by these and other factors. As a result, the maximum density specified by General Plan designations or zoning for a given parcel of land may not be realized. (Placer County General Plan Policy 1.B.5)	Consistent	This EIR considers all of these factors and many more, providing mitigation measures wherever necessary to reduce an identified physical environmental impact of, and on Project construction and operation.
3.A.4. On arterial roadways and thoroughfares, intersection spacing should be maximized. Driveway encroachments along collector and arterial roadways shall be minimized... (Placer County General Plan Policy 3.A.4)	Consistent	Section 3.11 of this EIR addresses transportation issues.  One access point to each adjacent roadway is proposed. Spacing from the PFE Road/Walerga Road intersection is maximized.
3.A.5 Through-traffic shall be accommodated in a manner that discourages the use of neighborhood roadways, particularly local streets. This through-traffic, including through truck traffic, shall be directed to appropriate routes in order to maintain public safety and local quality of life.	Consistent	Project roadways were specifically designed to discourage through traffic, as addressed in Section 3.11 of this EIR.
3.A.6 The County shall require that all new development contributes to the provision of off-street parking, either on-site or in consolidated lots or structures. (Placer County General Plan Policy 3.A.6)	Consistent	Roads installed and dedicated to the County of-site can accommodate off-street parking.
6.B.1 The County shall support the "no net loss" policy for wetland areas regulated by U.S. Army Corps of Engineers, the U.S. Fish and Wildlife Service, and the California Department of Fish and Game. Coordination with these agencies at all levels of project review shall continue to ensure that appropriate mitigation measures and the concerns of these agencies are adequately addressed. (Placer County General Plan Policy 6.B.1)	Consistent	Wetlands impacts are addressed in detail in the Biological Resources section of this EIR.  The Project would avoid the potential jurisdictional wetlands located just outside the northwestern corner of the Project site. Installation of off-site infrastructure would avoid identified wetlands located along Walerga Road by using bore-and-jack method of pipeline installation.